

Article 10-3D — Vehicle and Bicycle Parking

Sections:

10-3D-1	Purpose
10-3D-2	Applicability
10-3D-3	Vehicle Parking Standards
10-3D-4	Bicycle Parking Standards
10-3D-5	Loading Space Standards

10-3D-1 Purpose

The purpose of this article is to provide basic and flexible standards for development of vehicle and bicycle parking. The design of parking areas is critically important to the viability of some commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community image and livability. Historically, some communities have required more parking than is necessary for some land uses, paving extensive areas of land that could be put to better use. Because vehicle parking facilities can occupy large amounts of land, they must be planned and designed carefully to use the land efficiently while maintaining the visual character of the community. This article recognizes that each development has unique parking needs by providing a flexible approach for determining parking space requirements (i.e., “minimum” and “performance-based” standards). This article also provides standards for bicycle parking because many people use bicycles for recreation, commuting, and general transportation. Children as well as adults need safe and adequate spaces to park their bicycles throughout the community.

10-3D-2 Applicability

All new development shall comply with the provisions of this article.

10-3D-3 Vehicle Parking Standards

A. Vehicle Parking Minimum Standards. The number of required off-street vehicle parking spaces shall be determined in accordance with the following standards. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways if vehicles are not parked in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pathway, or landscape area. The City encourages locating parking lots to the rear or side of buildings to enhance streetscapes and promote pedestrian access. Required parking spaces shall be calculated for primary and accessory uses.

Residential Uses	Required Parking Spaces
Accessory caretaker's residence	1 space per unit
Accessory dwelling units (ADU's)	1 space per unit
Single family detached housing / zero lot line / manufactured homes on individual lots	2 spaces per dwelling unit
Manufactured home parks	2 spaces per unit
Two- and three-family housing	1.5 spaces per dwelling unit

Multi-family and single family attached housing	
Studio or 1-bedroom units less than 500 sq. ft.	1 space per dwelling unit
1-bedroom units 500 sq. ft. or larger	1.5 spaces per dwelling unit
2-bedroom units	1.75 spaces per dwelling unit
3-bedroom or greater units	2 spaces per dwelling unit
Rooming and boarding houses, dormitories	Two spaces for every three beds
Specialty housing	1 space per bed, plus 1 space per employee on the largest shift

Commercial Uses	Required Parking Spaces
Auto, boat, recreational vehicle, trailer sales, etc., retail nurseries and similar bulk retail uses (additional parking for auto oriented sales display areas may be provided in accordance with the landscaping standards in 10-3C-3)	1 space per 1,000 gross square feet of the first 10,000 square feet of gross land area; plus 1 space per 5,000 gross square feet for the excess over 10,000 square feet of gross land area; and 1 space per two employees.
Automobile, etc. repair and rental	1 space per 350 gross square feet (3 spaces minimum required) Additional parking shall be provided for vehicles under repair or rental vehicles and the additional parking shall be enclosed within a building or with a solid wall or fully sight obscuring fence to a minimum height of 6 feet.
Business, general retail, personal services, animal health services	1 space per 350 gross square feet
Cultural centers, museums, and libraries, and athletic clubs, gyms, etc.	1 space per 250 gross square feet
Hotels and motels	1 space per guest room, plus 1 space per employee on the largest shift, plus 1 space per 150 gross square feet of meeting or conference rooms (restaurants, etc. require additional spaces as set forth herein)
Offices	1 space per 450 gross square feet for general or 1 space per 350 gross square feet for medical and dental offices
Restaurants, bars, ice cream parlors and similar uses	1 space per four seats or 1 space per 100 gross square feet, whichever is less
Theaters, auditoriums, stadiums, gymnasiums, community centers, and similar uses	1 space per four fixed seats or 1 space per 75 gross square feet, whichever is greater

Industrial, Manufacturing, and Storage Uses	Required Parking Spaces
Industrial and manufacturing uses, except warehousing	1 space per two employees on the largest shift or 1 space per 700 gross square feet, whichever is less, plus 1 space per company vehicle
Self-service storage facility	1 space per employee, plus 1 space per 250 units (5 spaces minimum required)
Warehousing	1 space per 1,000 gross square feet or 1 space per two employees on the largest shift, whichever is greater, plus 1 space per company vehicle.
Recreation, Public and Institutional, and Other Uses	Required Parking Spaces
Child care centers having 13 or more children and nursery / pre-schools	1 space per two employees; a minimum of 2 spaces is required.
Chapels and mortuaries, and churches and similar places of worship	1 space per four fixed seats or 1 space per 150 gross square feet, whichever is greater.
Golf courses	8 spaces per hole, plus additional spaces for accessory uses set forth in this section. Miniature golf courses - 4 spaces per hole.
Group homes	1 space per employee, plus 1 space per 5 residents, plus 1 space per vehicle operated by the home or facility
Hospitals	2.5 spaces per patient bed
Elementary and middle school / junior high	1.5 spaces per classroom, plus the requirements for auditorium areas as set forth herein.
High schools	1 space per classroom, plus 1 space per 5 students that the school is designed to accommodate, plus the requirements for auditorium areas as set forth herein.
Colleges, universities and trade schools	1.5 spaces per classroom, plus 1 space per 5 students that the school is designed to accommodate, plus the requirements for on-campus student housing (dormitories) as set forth herein.
Participant & spectator sports facilities	1 space per 150 gross square feet
Public utilities and facilities, not including offices	1 space per two employees on the largest shift, plus 1 space per company vehicle (2 spaces minimum required)
Recreational vehicle park / campground	1 space per stall

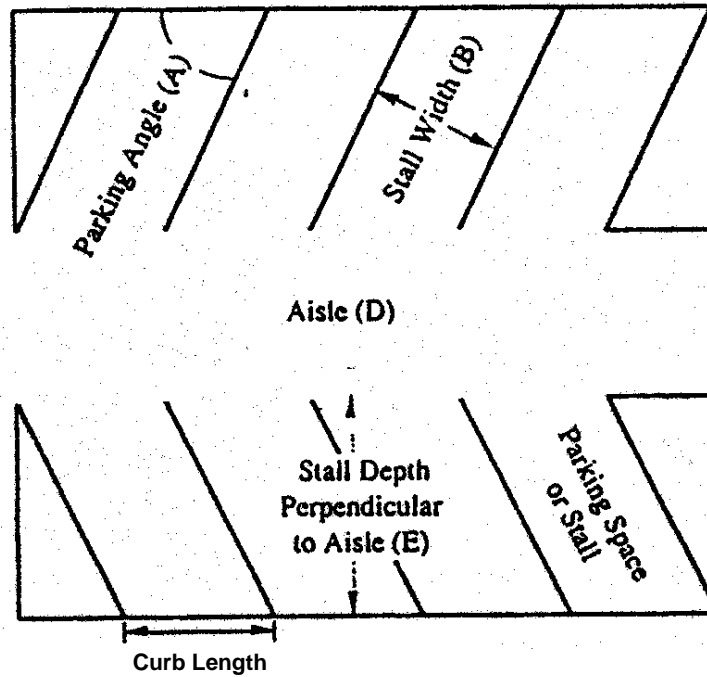
B. Maximum Number of Parking Spaces. The number of parking spaces provided by any particular use in ground surface parking lots shall not exceed the required minimum number of spaces provided herein by more than 50%. Unless otherwise specified, all commercial and industrial uses may exceed the maximum number of parking spaces in order to provide .5 spaces per employee during the largest shift. Additionally, individual surface parking lots shall never exceed 4 acres; larger parking areas should be in a parking structure. If surface parking lots must be larger than 4 acres to meet the minimum required parking space requirements in this Code, additional landscaping shall be provided, at the discretion of the Director or his or her designee, and the lots shall be separated into multiple 4 acre maximum lots. Spaces provided on-street or within parking structures do not apply towards the maximum number of allowable spaces. Parking spaces provided through "shared parking" also do not apply toward the maximum number. Additionally, auto oriented sales display spaces that conform to the landscaping standards in 10-3C-3 and auto repair or outdoor vehicle storage areas that are enclosed within a building or with a solid wall or fully sight obscuring fence to a minimum height of 6 feet, do not apply toward the maximum number of parking spaces.

C. Unspecified Uses. Where a use is not specifically listed in subsection "A" above, parking requirements shall be determined by finding that a use is similar to those listed in terms of parking needs.

D. Credit for On-Street Parking. The amount of off-street parking required may be reduced by one off-street parking space for every on-street parking space provided adjacent to the development in the Mixed Use Zones. The following constitutes an on-street parking space (stalls shall meet minimum dimension requirements in section "E" below, except for aisle width which shall conform to the City of Liberty Lake Right of Way and Street Design Standards for motor vehicle travel lanes (see Article 10-3G):

1. 0 degree / parallel parking;
2. 30 degree diagonal parking;
3. 45 degree diagonal parking;
4. 60 degree diagonal parking;
5. 90 degree (perpendicular) parking;
6. Curb space must be connected to the lot which contains the use;
7. Parking spaces that would not obstruct a required clear vision area, nor any other parking that violates any law or street standard; and
8. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. Signs or actions limiting general public use of on-street spaces is prohibited.

E. Parking Stall Standard Dimensions and Compact Car Parking. All parking stalls shall be improved to conform to City standards for surfacing, stormwater management, and striping, and provide dimensions in accordance with the following table. Up to 15% of the required parking may be designed and labeled as compact. Compact stalls are 1' narrower and 2' shorter than standard stalls (i.e. a 9' x 18' standard stall would be a 8' x 16' compact stall). Compact stalls shall include landscape islands as required by Article 10-3C of this Code, except they can be 9' x 16'. Disabled person parking shall be provided in conformance with section "F".



Angle (A)	Width (B)	Curb Length (C)	1 Way Aisle Width (D)	2 Way Aisle Width (D)	Stall Depth (E)
Parallel	9 ft.	24	12 ft.	24 ft.	9 ft.
30 Degree	9 ft.	18	12 ft.	24 ft.	17 ft.
45 Degree	9 ft.	12' 6"	14 ft.	24 ft.	19 ft.
60 Degree	9 ft.	10' 6"	18 ft.	24 ft.	20 ft.
90 Degree	9 ft.	9 ft.	24 ft.	24 ft.	18 ft.

Important cross-references:

Also see, Chapter 2 - Zoning Districts; Article 10-3B - Access and Circulation; Article 10-3C - Landscaping; and Article 10-3H - Stormwater Management.

F. Disabled Person Parking Spaces. Parking for disabled persons shall be provided in conformance with the Americans With Disabilities Act (ADA):

Accessible Parking Spaces

When a business, State or local government agency, or other covered entity restripes a parking lot, it must provide accessible parking spaces as required by the ADA Standards for Accessible Design. Failure to do so would violate the ADA.

In addition, businesses or privately owned facilities that provide goods or services to the public have a continuing ADA obligation to remove barriers to access in existing parking lots when it is readily achievable to do so. Because restriping is relatively inexpensive, it is readily achievable in most cases.

This ADA Design Guide provides key information about how to create accessible car and van spaces and how many spaces to provide when parking lots are restriped.



Accessible

Parking Spaces for Cars

Accessible parking spaces for cars have at least a 60-inch-wide access aisle located adjacent to the designated parking space. The access aisle is just wide enough to permit a person using a wheelchair to enter or exit the car. These parking spaces are identified with a sign and located on level ground.

Van-Accessible Parking Spaces

Van-accessible parking spaces are the same as accessible parking spaces for cars except for three features needed for vans:

- a wider access aisle (96") to accommodate a wheelchair lift;
- vertical clearance to accommodate van height at the van parking space, the adjacent access aisle, and on the vehicular route to and from the van-accessible space, and
- an additional sign that identifies the parking spaces as "van accessible."

One of eight accessible parking spaces, but always at least one, must be van-accessible.



Minimum Number of Accessible Parking Spaces

ADA Standards for Accessible Design 4.1.2 (5)

Total Number of Parking spaces Provided (per lot)	Total Minimum Number of Accessible Parking Spaces (60" & 96" aisles)	Van Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
Column A			
1 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1000	2% of total parking provided in each lot	1/8 of Column A*	7/8 of Column A**
1001 and over	20 plus 1 for each 100 over 1000	1/8 of Column A*	7/8 of Column A**

* one out of every 8 accessible spaces

** 7 out of every 8 accessible parking spaces

Location

Accessible parking spaces must be located on the shortest accessible route of travel to an accessible facility entrance. Where buildings have multiple accessible entrances with adjacent parking, the accessible parking spaces must be dispersed and located closest to the accessible entrances.

When accessible parking spaces are added in an existing parking lot, locate the spaces on the most level ground close to the accessible entrance. An accessible route must always be provided from the accessible parking to the accessible entrance. An accessible route never has curbs or stairs, must be at least 3-foot wide, and has a firm, stable, slip-resistant surface. The slope along the accessible route should not be greater than 1:12 in the direction of travel.

Accessible parking spaces may be clustered in one or more lots if equivalent or greater accessibility is provided in terms of distance from the accessible entrance, parking fees, and convenience. Van-accessible parking spaces located in parking garages may be clustered on one floor (to accommodate the 98-inch minimum vertical height requirement).

Free Technical Assistance

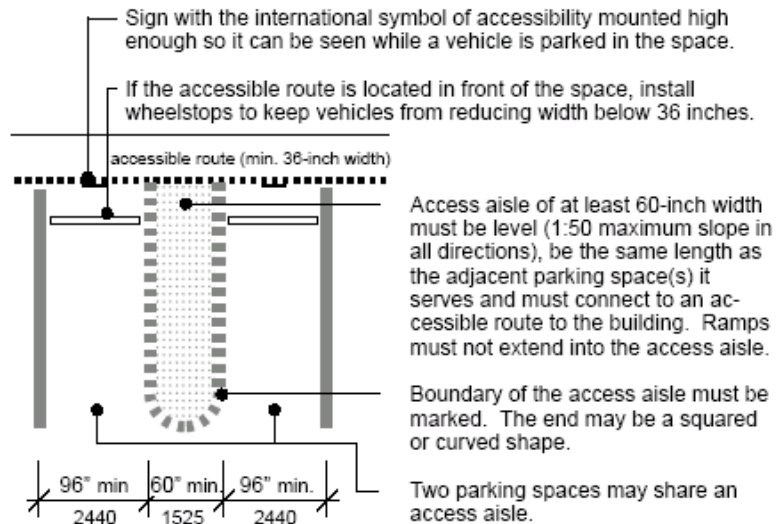
Answers to technical and general questions about restriping parking lots or other ADA requirements are available by telephone on weekdays. You may also order the ADA Standards for Accessible Design and other ADA publications, including regulations for private businesses or State and local governments, at any time day or night. Information about ADA-related IRS tax credits and deductions is also available from the ADA Information Line.

Department of Justice ADA Information Line

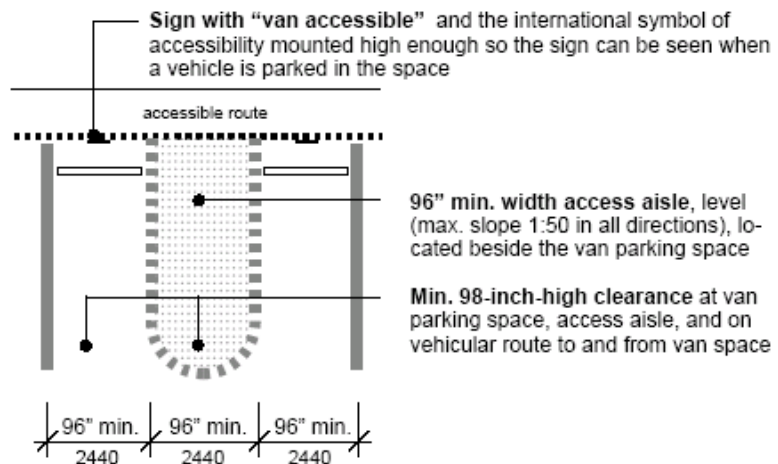
800-514-0301 (voice)

800-514-0383 (tty)

Features of Accessible Parking Spaces for Cars



Three Additional Features for Van-Accessible Parking Spaces



Internet

You may also review or download information on the Department's ADA Internet site at any time. The site provides access to ADA regulations, technical assistance materials, and general ADA information. It also provides links to other Federal agencies, and updates on new ADA requirements and enforcement efforts. Internet address: www.usdoj.gov/crt/ada/adahom1.htm

Reference:

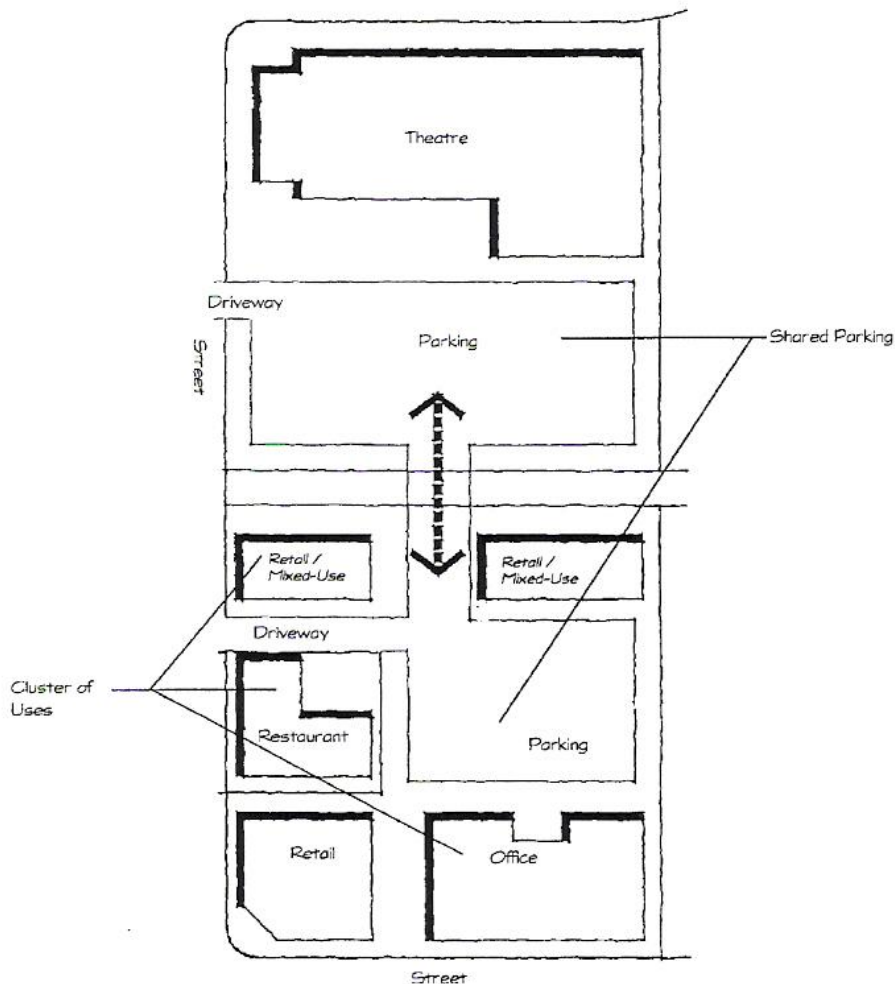
ADA Standards for Accessible Design (28 CFR Part 36):

- § 4.1.6 Alterations;
- § 4.1.2 Accessible Sites and Exterior Facilities: New Construction, and
- § 4.1.6 Parking and Passenger Loading Zones.

F. Parking Location and Shared Parking.

1. Location. Vehicle parking is allowed only on approved parking shoulders (streets), within garages, carports, and other structures, or on driveways or parking lots that have been developed in conformance with this code. Specific locations for parking are indicated in Chapter 2 for some land uses (e.g., the requirement that parking be located to side or rear of buildings, etc.). (See also, Article 10-3B - Access and Circulation).

2. Off-site parking. Except for single family dwellings, the vehicle parking spaces required by this Article may be located on another parcel of land if on-site parking cannot be provided. The parcel shall be within 1000 feet of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.
3. Mixed uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly.
4. Shared parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use.



5. Availability of facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable. Signs shall conform to the standards of Article 10-3E.

All uses which are subject to Site Design Review (see Section 10-4C-2) shall provide bicycle parking, in conformance with the following guidelines, which are evaluated during Site Design Review. Buildings that do not require site design review are encouraged to incorporate these standards.

A. Number of Bicycle Parking Spaces. Unless specified in 1-7 below, at least one bicycle parking space shall be supplied per 50 required vehicle parking spaces with a minimum of 2 spaces provided. Generally, a bike rack(s) would be installed that have the capacity to accommodate the required number of spaces. Providing sheltered spaces (under an eave, overhang, independent structure, or similar cover) is encouraged.

The following additional standards apply to specific types of development:

1. Multi-Family Residences.
Provide one bicycle parking space for every unit (structures with 4 or more units).
2. Parking Structures and Park & Ride Facilities.
All parking structures shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.
3. Elementary and middle schools, both private and public.
Provide one bicycle parking space for every 10 students that the school is designed to accommodate.
4. High schools, both private and public.
Provide one bicycle parking space for every 20 students that the school is designed to accommodate.
5. Colleges and trade schools.
Provide one bicycle parking space for every 10 motor vehicle spaces plus one space for every dormitory unit.
6. Mixed Use Zones.
Within the M-1, M-2, and M-3 zones, individual businesses shall provide their own bicycle parking, or spaces may be clustered between businesses to serve up to six (6) bicycles. One bicycle parking space shall be provided per 25 required vehicle spaces with a minimum of 5 spaces provided. Bicycle parking spaces should be located in front of the businesses, either on the sidewalks or in specially constructed areas such as pedestrian curb extensions. Inverted "U" style racks are recommended. Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least 36 inches between bicycles and other existing and potential obstructions.
7. Multiple Uses.
For buildings with multiple uses (such as a commercial or mixed use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. One bicycle parking space per 25 motor vehicle parking spaces is recommended, with a minimum of 5 spaces.

B. Exemptions. This section does not apply to single family, two-family, and three-family housing (attached, detached or manufactured housing), home occupations, accessory dwelling units, or other developments with fewer than 10 required vehicle parking spaces.

C. Location and Design. Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided. Street furniture includes benches, street lights, planters, and other pedestrian amenities.

- D. Visibility and Security. Bicycle parking shall be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.
- E. Options for Storage. Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.
- F. Lighting. Bicycle parking shall be at least as well lit as vehicle parking for security.
- G. Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.
- H. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards (Section 10-3B-2, subsection N).

10-3D-5 Loading Space Standards

It is the intent of this section to require all future commercial, business, institutional, or industrial development to provide off-street loading facilities in order to guarantee full utilization of existing rights of way to accommodate present and future traffic demands. Off-street loading facilities are intended to provide adequate space to accommodate outside deliveries from large vehicles which cannot be functionally served by normal parking stalls. Off-street loading facilities must be located in such a manner that service vehicles do not block or intrude into public rights of way or block driveways or parking area circulation.

A. Location and Design.

1. All off-street loading spaces shall be designed to minimize impacts on adjacent properties.
2. In all cases, loading facilities shall be located on the same lot as the structure they are designed to serve. Required yards cannot be used for loading. Off-street loading space shall not be included in an area used to satisfy off-street parking requirements.
3. Loading spaces shall be designed and located so vehicles using these spaces do not project into any public right-of-way or otherwise extend beyond property lines.
4. Loading spaces shall be designed and built so no vehicles are required to back to or from an adjacent street, except for minor access for heavy trucking in industrial zones on local access streets.
5. When a proposed structure is intended to be used concurrently for different purposes, final determination of required loading spaces shall be made by the Director, provided the loading requirement for the combined uses shall not be less than the total requirement for each separate use.

B. Required Off-Street Loading Spaces. The minimum number of off-street loading spaces shall be required according to the following table, unless the number is reduced by the Director.

Use	Size	Required Spaces
Industrial, manufacturing wholesale, warehouse, and similar uses	Up to 40,000 sq. ft. 40,000 - 60,000 sq. ft. 60,000 - 100,000 sq. ft. Over 100,000 sq. ft.	1 space 2 spaces 3 spaces 3 spaces plus 1 additional space per every 50,000 sq. ft. of building or portion thereof over 100,000
Offices, hotels/motels, and restaurants	Up to 60,000 sq. ft. 60,000 - 100,000 sq. ft. Over 100,000 sq. ft.	1 space 2 spaces 2 spaces plus 1 additional space per every 50,000 sq. ft. of building or portion thereof over 100,000
Hospitals, nursing homes, and similar uses	Up to 40,000 sq. ft. 40,000 - 100,000 sq. ft. Over 100,000 sq. ft.	1 space 2 spaces 2 spaces plus 1 additional space per every 50,000 sq. ft. of building or portion thereof over 100,000
Retail and other commercial uses	Up to 20,000 sq. ft. 20,000 - 50,000 sq. ft. 50,000 - 100,000 sq. ft. Over 100,000 sq. ft.	1 space 2 spaces 3 spaces 3 spaces plus 1 additional space per every 50,000 sq. ft. of building or portion thereof over 100,000